

Complete Streets Policy

Community Planning
Engineering
April 25, 2016

What is a Complete Street?

- Complete streets are designed for all users and modes of travel
- Context-specific
- Not proposing sidewalks and bike lanes on all streets



Urban Complete Street



Suburban/Small Town Complete Street



Rural Complete Street



- Low-traffic, low-speed skinny residential streets
- Context specific (no sidewalk, crossings or bike lanes)

Rural Complete Street



What is NOT a Complete Street?



Program Background

- Funded by the Transportation Bond Bill
- Included in DOT's Capital Improvement Plan
- Funded at \$50M for 5 years; may continue beyond 2021

Summary of Policy

- Commitment to considering adding complete streets elements in transportation projects wherever possible and appropriate
- Creation of a Complete Streets Advisory Committee to give input into DPW's capital requests relating to transportation projects
- Creation of a Prioritization Plan

North Reading's Commitment

- Review current and future policies
- Consider future transportation projects and plans
- Request funds for appropriate projects
- Implement as funds become available

Changes to town policies

- Sidewalks already required in new development
- Consider policy in new Master Plan
- Already applies to Route 28 by state law
- No anticipated zoning changes
- Input from advisory committee into DPW requests for CIP

Obligations under the program

- Commitment to *consider* complete streets principles, not fund all
- Projects dependent on availability of funds
- Confirmed in writing from DOT:

“For projects we could not make complete streets elements work due to being very cost prohibitive, the town is not precluded from pursuing projects it otherwise needed and had funding for.”

Other concerns:

- Chapter 90 funds are separate from this program
- We can rescind our policy any time
- Nothing has to be constructed if we can't afford it
- No takings unless the town wants to pursue a project that requires them

Other communities that have passed similar policies

- *Acton, Beverly, Boston, Cambridge, Everett, Framingham, Holyoke, Lawrence, Littleton, Lowell, Lynn, Marlboro, Maynard, Middleton, Natick, Northampton, Norwell, Reading, Plymouth, Salem, Somerville, Spencer, Springfield, Stoughton, Waltham, Westwood and Weymouth.*

Funding Program Process

- Adopt a policy
- Create a “Prioritization Plan”
- Apply for CS funds for each project
 - Similar to Chapter 90 process

Prioritization Plan

- Includes:
 - New complete streets infrastructure
 - Already scheduled projects that can contain complete streets elements
 - No exempt projects

Impact on Future Projects

Fiscal Year	Street	Segment	Existing Sidewalk
2016	Central Street	Park Street to Spruce Road	No
2016	Central Street	Spruce Road to North Street	No
2016	Haverhill Street	Park Street to Foley Drive	Yes
2016	Haverhill Street	Foley Drive to North Street	No
2016	Charles Street	Haverhill Street to Dead End	Yes
2016	Ashwood Drive	Marshall Street to Boxwood Road	Yes
2016	Chestnut Street	Haverhill Street to Flint Street	No
2016	Heritage Way	Chestnut Street to Heritage Way	Yes
2017	Central Street	North Street to Andover TL	No
2017	Haverhill Street	Park Street to Chestnut Street	Yes
2017	Haverhill Street	Chestnut Street to Reading TL	No
2017	New Street	Chestnut Street to Haverhill Street	No
2017	Spruce Road	Central Street to Spruce Road	Yes
2018	Eagle Drive	Ridgeway Road to Spruce Road	Yes
2018	Patriot Way	Spruce Road to Freedom Road	Yes
2018	Sunset Avenue	North Avenue to Wagon Drive	Yes
2018	Wagon Drive	Sunset Avenue to Wyoming Avenue	Yes
2018	Wyoming Avenue	North Street to Wagon Drive	Yes
2019	Lowell Road	Abott Road to Wilmington TL	No
2019	Freedom Drive	Winter Street to cul de sac	Yes
2019	Liberty Lane	Freedom Drive to cul de sac	Yes
2019	Oak Avenue	North Street to Lowell Road	No
2019	Pine Avenue	North Street to Lowell Road	No
2019	Bow Street	Bow Street to Park Street	Yes
2019	Chestnut Street	Park Street to Private	No
2019	Chestnut Street	Private to Central Street	Yes